

AERONAUTICAL DATA SHEET

***OTSEGO COUNTY AIRPORT (GLR)
GAYLORD, MICHIGAN***

SURVEYED JULY 1996

***THIS AERONAUTICAL DATA SHEET IS CONCURRENT WITH
OC 5373 - EDITION 2***

***INFORMATION UPDATES FOR THIS AIRPORT, WHEN AVAILABLE
CAN BE ACCESSED ON THE INTERNET AT
[HTTP://WWW.NGS.NOAA.GOV](http://www.ngs.noaa.gov)***



***PREPARED AND DISTRIBUTED BY
THE NATIONAL GEODETIC SURVEY
U.S. DEPARTMENT OF COMMERCE
FOR THE FEDERAL AVIATION ADMINISTRATION***

NAVIGATIONAL AID INFORMATION

FIELD	DESCRIPTION
ELECTRONIC	<p>ELECTRONIC NAVAIDS ARE LISTED IN ALPHABETIC ORDER BY TYPE. THE RUNWAY SERVED BY ILS COMPONENTS ARE IDENTIFIED IN PARENTHESIS. THE IDENTIFIER FOR NON-ILS NAVAIDS ARE ALSO SHOWN IN PARENTHESIS.</p> <p>"PP" (PERPENDICULAR POINT) REFERS TO THE POINT ON THE RUNWAY CENTERLINE OR CENTERLINE EXTENDED NEAREST TO THE INDICATED NAVAID.</p>
LATITUDE	LATITUDE OF INDICATED NAVAID OR PP
LONGITUDE	LONGITUDE OF INDICATED NAVAID OR PP.
ELEV	ELEVATION OF INDICATED NAVAID OR PP.
OFFSET DISTANCE	<p>DISTANCE BETWEEN A NAVAID AND ITS ASSOCIATED PP. OFFSET DISTANCES ARE LISTED ONLY FOR:</p> <ul style="list-style-type: none"> - ILS GLIDE SLOPE AND LOCALIZER ANTENNAS - MLS ELEVATION AND AZIMUTH GUIDANCE ANTENNAS - LOCALIZER TYPE DIRECTIONAL AID ANTENNAS - SIMPLIFIED DIRECTIONAL FACILITY ANTENNAS <p>OFFSET DISTANCES ARE PROVIDED ONLY IF THE NAVAID IS MORE THAN 10 FEET OFF THE RUNWAY CENTERLINE OR CENTERLINE EXTENDED.</p>
ALONG CNTRLN DISTANCE	<p>DISTANCE BETWEEN NAVAID PP AND THE RUNWAY APPROACH OR STOP END, DEPENDING ON NAVAID.</p> <p>DISTANCE BETWEEN NAVAID PP AND RUNWAY APPROACH END IS PROVIDED FOR THE FOLLOWING NAVAIDS. A NEGATIVE DISTANCE FOR THESE NAVAIDS INDICATES THAT THE PP IS ON THE APPROACH SIDE OF THE RUNWAY APPROACH END.</p> <ul style="list-style-type: none"> - ILS GLIDE SLOPE ANTENNAS - MLS ELEVATION GUIDANCE ANTENNAS - LOCALIZER ANTENNAS - LOCALIZER TYPE DIRECTIONAL AID ANTENNAS - MLS AZIMUTH GUIDANCE ANTENNAS - SIMPLIFIED DIRECTIONAL FACILITY ANTENNAS <p>DISTANCE BETWEEN NAVAID AND RUNWAY APPROACH END IS PROVIDED FOR THE FOLLOWING NAVAIDS. NOTE - FOR THESE NAVAIDS THE PROVIDED DISTANCE IS FROM THE NAVAID, NOT THE PP, TO THE RUNWAY END.</p> <ul style="list-style-type: none"> - BACK COURSE MARKER ANTENNAS - ILS MARKER BEACON ANTENNAS

VISUAL

VISUAL NAVAIDS ARE LISTED IN ALPHABETIC ORDER BY TYPE. THE RUNWAY SERVED BY THE NAVAID IS IDENTIFIED IN PARENTHESIS. THE AIRPORT BEACON (APBN) IS THE ONLY VISUAL NAVAID CARRYING A POSITION.

LATITUDE

LATITUDE OF INDICATED NAVAID (APBN ONLY)

LONGITUDE

LONGITUDE OF INDICATED NAVAID (APBN ONLY)

OBSTRUCTION INFORMATION

OBSTRUCTION INFORMATION IS ORGANIZED INTO OBSTRUCTION BLOCKS. EACH BLOCK IS IDENTIFIED IN THE UPPER LEFT CORNER WITH A REFERENCE IDENTIFIER AND THE OBSTRUCTION IDENTIFICATION SURFACES (OIS) FOR WHICH THE SURVEY WAS ACCOMPLISHED.

FOR EXAMPLE, "4 AV" AT THE UPPER LEFT OF A BLOCK INDICATES THAT THE DATA IN THIS BLOCK PERTAINS TO RUNWAY 4 AND THAT THE OBSTRUCTION SURVEY WAS ACCOMPLISHED TO FAR77 VISUAL UTILITY RUNWAY OIS SPECIFICATIONS (SEE OIS CODING BELOW).

OBJECTS LOCATED WITHIN A FAR77 APPROACH OR PRIMARY AREA ARE LISTED IN AN OBSTRUCTION BLOCK WITH A RUNWAY NUMBER AS THE REFERENCE IDENTIFIER AND AN FAR77 OIS CODE.

OBJECTS LOCATED WITHIN AN AREA NAVIGATION APPROACH (ANA) CONVENTIONAL LANDING APPROACH, PRIMARY, TRANSITION, OR MISSED APPROACH AREA ARE LISTED IN AN OBSTRUCTION BLOCK WITH A RUNWAY NUMBER AS THE REFERENCE IDENTIFIER AND AN ANA OIS CODE.

IF BOTH A FAR77 AND ANA SURVEY WERE ACCOMPLISHED FOR THE SAME APPROACH, THE DATA WILL BE CARRIED IN TWO OBSTRUCTION BLOCKS, EACH SHOWING THE SAME RUNWAY NUMBER AS THE REFERENCE IDENTIFIER BUT DIFFERENT OIS CODING.

OBJECTS LOCATED WITHIN A FAR77 HORIZONTAL, CONICAL, OR TRANSITION AREA ARE LISTED IN AN OBSTRUCTION BLOCK WITH THE AIRPORT REFERENCE POINT (ARP) AS THE REFERENCE IDENTIFIER AND "HCT" AS THE OIS CODE.

OBJECTS LOCATED WITHIN ANY HELIPORT OIS ARE LISTED IN AN OBSTRUCTION BLOCK WITH THE HELIPORT REFERENCE POINT (HRP) AS THE REFERENCE IDENTIFIER AND AN ANA VERTICAL LANDING OIS CODE.

OIS CODING FOLLOWS:

- ANAC - AREA NAVIGATION APPROACH/ NONPRECISION, CONVENTIONAL LANDING.
(STANDARDS TO BE DEVELOPED)
- ANAV - AREA NAVIGATION APPROACH/ NONPRECISION, VERTICAL LANDING.
(STANDARDS TO BE DEVELOPED)
- ANAPC - AREA NAVIGATION APPROACH/ PRECISION, CONVENTIONAL LANDING.
INCLUDES APPROACH, PRIMARY, TRANSITION, AND MISSED APPROACH SURFACES.
- ANAPV - AREA NAVIGATION APPROACH/ PRECISION VERTICAL LANDING
(STANDARDS TO BE DEVELOPED)
- AV - FAR77 VISUAL APPROACH/ UTILITY RUNWAY.
INCLUDES APPROACH AND PRIMARY SURFACES ONLY.
- ANP - FAR77 NONPRECISION APPROACH/ UTILITY RUNWAY. INCLUDES APPROACH AND
PRIMARY SURFACES ONLY.
- BV - FAR77 VISUAL APPROACH INCLUDES APPROACH AND PRIMARY SURFACES ONLY.
- C - FAR77 NONPRECISION APPROACH/ VISIBILITY MINIMUMS GREATER THAN 3/4 MILE.
INCLUDES APPROACH AND PRIMARY SURFACES ONLY.
- D - FAR77 NONPRECISION APPROACH/ VISIBILITY MINIMUMS AS LOW AS 3/4 MILE.

INCLUDES APPROACH AND PRIMARY SURFACES ONLY.

PIR - FAR77 PRECISION INSTRUMENT APPROACH.
INCLUDES APPROACH AND PRIMARY SURFACES ONLY.

SUPLC - C OIS UNDERLYING A BV OIS.
INCLUDES APPROACH AND PRIMARY SURFACES ONLY.

HCT - FAR77 HORIZONTAL, CONICAL, AND TRANSITION
INCLUDES FAR77 HORIZONTAL, CONICAL, AND TRANSITION SURFACES ONLY.

NUL - OIS NOT APPLICABLE

NOTE: SPECIAL CONSIDERATIONS FOR MOBILE OBJECTS AND VESSELS ARE DISCUSSED BELOW.

MOBILE OBJECTS:

AN ESTIMATED MAXIMUM ELEVATION (EME) POINT IS PROVIDED FOR FAR77 SURVEYS AT: (1) THE POINT NEAREST TO THE RUNWAY APPROACH CENTERLINE END FOR PRIMARY SURFACE PENETRATIONS, (2) THE MOST PENETRATING POINT FOR APPROACH SURFACE PENETRATIONS, AND (3) AS APPROPRIATE TO REPRESENT EACH MOBILE OBJECT AREA.

AN ESTIMATED MAXIMUM ELEVATION (EME) POINT IS PROVIDED FOR ANA SURVEYS AT: (1) THE POINT NEAREST TO THE RUNWAY CENTERLINE AT THE THRESHOLD FOR PRIMARY SURFACE PENETRATIONS, (2) AND MOST PENETRATING POINT FOR APPROACH SURFACE PENETRATIONS, AND (3) AS APPROPRIATE TO REPRESENT EACH MOBILE OBJECT AREA.

VESSELS:

VESSEL POSITIONS AND ELEVATIONS ARE NOT PROVIDED BECAUSE OF UNCERTAINTIES IN DETERMINING MAXIMUM VESSEL HEIGHTS, TRAVEL LIMITS, AND FREQUENCY OF PASSAGE.

IF A POSSIBLE VESSEL OBSTRUCTION EXISTS, THE NAME "VESSEL" WILL BE ENTERED IN THE OBSTRUCTION BLOCK IN THE OBJECT NAME FIELD. FOR FAR77 STUDIES, THE GENERAL AREA OF POSSIBLE OBSTRUCTION WILL ALSO BE ENTERED IN PARENTHESIS WITH THE OBJECT NAME.

FOR VESSELS POSSIBLY OBSTRUCTING AN FAR77 APPROACH OR PRIMARY OIS, AN "A" FOLLOWED BY THE APPROPRIATE RUNWAY NUMBER WILL ALSO BE ENTERED IN THE OBJECT NAME FIELD.

FOR VESSELS POSSIBLY OBSTRUCTING AN FAR77 HORIZONTAL, CONICAL, OR TRANSITION OIS, AN "HCT" WILL ALSO BE ENTERED THE OBJECT NAME FIELD.

FOR VESSELS POSSIBLY OBSTRUCTING AN ANA OIS, ONLY THE NAME "VESSEL" WILL BE ENTERED IN THE OBJECT NAME FIELD.

EXAMPLES:

FOR FAR77 OIS:

VESSEL(A32) - VESSELS MAY OBSTRUCT THE RUNWAY 32 FAR77 APPROACH OR PRIMARY OIS.

VESSEL(HCT) - VESSELS MAY OBSTRUCT AN FAR77 HORIZONTAL, CONICAL, OR TRANSITION OIS.

FOR ANA OIS:

VESSEL - VESSELS MAY OBSTRUCT THE RUNWAY 32 APPROACH, PRIMARY, TRANSITION, OR MISSED APPROACH OIS.

IF POSSIBLE VESSEL OBSTRUCTION IS INDICATED, USERS ARE ADVISED TO CONTACT LOCAL AUTHORITIES FOR MAXIMUM VESSEL HEIGHT, FREQUENCY OF PASSAGE, TRAVEL LIMITS, AND OTHER PERTINENT INFORMATION.

DESCRIPTIONS OF THE OBSTRUCTION BLOCK FIELDS FOLLOW.

FIELD	DESCRIPTION
FOR OBSTRUCTION BLOCKS WITH RUNWAY NUMBER AS REFERENCE IDENTIFIER	
OBJECT	OBJECT NAME
LATITUDE	OBJECT LATITUDE
LONGITUDE	OBJECT LONGITUDE
A	ACCURACY (CODED)
	HORIZONTAL (FT) VERTICAL (FT)
	1 = 20 A = 3
	2 = 50 B = 10
	C = 20
	M = EST MAX ELEV*
	*AN ESTIMATED MAXIMUM ELEVATION IS PROVIDED WHEN THE ELEVATION CANNOT BE ACCURATELY DETERMINED, AS WITH MOBILE OBJECTS.
ELEV	ELEVATION OF THE TOP OF THE OBJECT
AGL	ABOVE GROUND ELEVATION. AGL VALUES ARE NORMALLY PROVIDED ONLY FOR THOSE REPRESENTATIVE OBSTRUCTIONS THAT ARE MANMADE AND EQUAL TO OR GREATER THAN 200 FEET AGL.
HAR	HEIGHT ABOVE RUNWAY PHYSICAL END
HAT	HEIGHT ABOVE TOUCHDOWN ZONE ELEVATION
HAA	HEIGHT ABOVE AIRPORT
DEND	DISTANCE MEASURED ALONG THE RUNWAY CENTERLINE OR CENTERLINE EXTENDED FROM THE RUNWAY PHYSICAL END TO A POINT ABEAM THE OBJECT. A NEGATIVE DISTANCE INDICATES THAT THE OBJECT IS ON TOUCHDOWN SIDE OF RUNWAY APPROACH END.
DTHR	DISTANCE MEASURED ALONG THE RUNWAY CENTERLINE OR CENTERLINE EXTENDED FROM A DISPLACED THRESHOLD TO A POINT ABEAM THE OBJECT. A NEGATIVE DISTANCE INDICATES THAT THE OBJECT IS ON THE TOUCHDOWN SIDE OF THE THRESHOLD.
DCLN	SHORTEST DISTANCE FROM THE RUNWAY CENTERLINE OR CENTERLINE EXTENDED TO THE OBJECT. "L" (LEFT) OR "R" (RIGHT) IS RELATIVE TO AN OBSERVER FACING FORWARD IN A LANDING AIRCRAFT. AN ASTERISK (*) INDICATES THAT THE OBJECT IS OUTSIDE, BUT WITHIN 50 FEET OF, THE INDICATED OIS.
PNTR	PENETRATION OF THE INDICATED OIS.

FIELD	DESCRIPTION
	FOR OBSTRUCTION BLOCKS WITH ARP AS REFERENCE IDENTIFIER
OBJECT	OBJECT NAME
LATITUDE	OBJECT LATITUDE
LONGITUDE	OBJECT LONGITUDE
ELEV	ELEVATION AT THE TOP OF THE OBJECT
A	ACCURACY (CODED)
	HORIZONTAL (FT) VERTICAL (FT)
	1 = 20 A = 3
	2 = 50 B = 10
	C = 20
	M = EST MAX ELEV*
	*AN ESTIMATED MAXIMUM ELEVATION IS PROVIDED WHEN THE ELEVATION CANNOT BE ACCURATELY DETERMINED, AS WITH MOBILE OBJECTS.
AGL	ABOVE GROUND ELEVATION. AGL VALUES ARE NORMALLY PROVIDED ONLY FOR THOSE REPRESENTATIVE OBSTRUCTIONS THAT ARE MANMADE AND EQUAL TO OR GREATER THAN 200 FEET AGL.
HAA	HEIGHT ABOVE AIRPORT
MAG BEARING	MAGNETIC BEARING FROM ARP TO OBJECT
DISTANCE	DISTANCE FROM ARP TO OBJECT
PNTR	PENETRATION OF HORIZONTAL, CONICAL, OR TRANSITION OIS.

ATTENTION: The complete documentation for **NGS FORM 292 - AERONAUTICAL DATA SHEET** is available through NOAA Distribution Branch (N/CG33), National Ocean Service, Riverdale, MD 20737. Telephone: 301-436-6990. When ordering the documentation for NGS FORM 292 refer to it as "DATADOC".

AERONAUTICAL DATA SHEET
NATIONAL GEODETIC SURVEY

ARPT IDENTIFIER: GLR
ARPT NAME: OTSEGO COUNTY AIRPORT
CITY: GAYLORD
STATE: MICHIGAN
ARPT ELEVATION: 1328.2
AIRPORT REFERENCE POINT

DISTANCE FROM RWY END: 27+0
LATITUDE: 450048.7727 LONGITUDE: -844211.4816

DATE GENERATED: 04/13/98
PROJECT NUMBER: 5373
SITE NUMBER: 09834.A
SURVEY DATE: 07/30/96
HORIZONTAL DATUM: NAD83
VERTICAL DATUM: NGVD29
ATCT FLOOR ELEV:
DECLINATION: 6.0W

RUNWAY INFORMATION

RUNWAY: 9/27 LENGTH: 6500 WIDTH: 100 SURFACE TYPE: SPECIALLY PREPARED HARD SURFACE - PAVED

RUNWAY END DATA

DISPLACED THRESHOLD DATA

RWY	LATITUDE	LONGITUDE	ELEV	GEODETIC AZ (N)	TDZE	LENGTH	LATITUDE	LONGITUDE	ELEV
9	450052.2087	-844258.4686	1319.4	900648	1319.4				
27	450052.0718	-844127.9896	1328.2	2700752	1328.2				

PROFILE DATA

DISTANCES FROM APPROACH END 9

DISTANCES FROM APPROACH END 27

DISTANCE	ELEV
0	1319.4
1200	1311.5
1800	1312.1
3000	1319.2
3650	1321.2
4790	1325.5
6500	1328.2

DISTANCE	ELEV
0	1328.2
1710	1325.5
2850	1321.2
3500	1319.2
4700	1312.1
5300	1311.5
6500	1319.4

RUNWAY INFORMATION (CONTINUED)

ADSMI5373

RUNWAY: 18/36 LENGTH: 3000 WIDTH: 75 SURFACE TYPE: SPECIALLY PREPARED HARD SURFACE - PAVED

RUNWAY END DATA

DISPLACED THRESHOLD DATA

RWY	LATITUDE	LONGITUDE	ELEV	GEODETIC		LENGTH	LATITUDE	LONGITUDE	ELEV
				AZ (N)	TDZE				
18	450056.2836	-844207.6518	1321.2	1800714	1321.9				
36	450026.6600	-844207.7396	1316.8	714	1321.9				

PROFILE DATA

DISTANCES FROM APPROACH END 36

DISTANCES FROM APPROACH END 18

DISTANCE	ELEV
0	1316.8
1880	1321.9
2580	1321.2
3000	1321.2

DISTANCE	ELEV
0	1321.2
420	1321.2
1120	1321.9
3000	1316.8

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NAVIGATIONAL AID INFORMATION

ELECTRONIC	LATITUDE	LONGITUDE	ELEV	OFFSET DISTANCE	ALONG CNTRLN DISTANCE
NDB (ALV)	450052.5463	-844829.1137			
VOR/DME (GLR)	450044.9358	-844215.4096	1320.0		

VISUAL	LATITUDE	LONGITUDE
ALS (27)		
APBN	450104.1768	-844132.1156
PAPI (9)		
PAPI (18)		
PAPI (27)		
PAPI (36)		
REIL (9)		
REIL (27)		

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OBSTRUCTION INFORMATION

9 C

OBJECT	LATITUDE	LONGITUDE	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
CLOM	450054.65	-844127.35	1A	1334		15	15	6	-6545		*261L	6
GROUND	450055.23	-844305.64	1A	1327		8	8	-1	516		*305L	-2
TREE	450057.37	-844341.19	1A	1403		84	84	75	3070		517L	-1
TREE	450049.96	-844341.72	1A	1395		76	76	67	3107		233R	-10
TREE	450055.69	-844344.17	1A	1402		83	83	74	3284		347L	-8

27 C

OBJECT	LATITUDE	LONGITUDE	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
CLOM	450054.65	-844127.35	1A	1334		6	6	6	45		*261R	6
WEATHER SENSOR	450054.70	-844124.72	1A	1332		4	4	4	234		*267R	3
TREE	450055.61	-844116.89	1A	1363		35	35	35	797		*360R	17
TREE	450048.22	-844116.75	1A	1356		28	28	28	808		*388L	10
TREE	450056.21	-844113.48	1A	1371		43	43	43	1041		*421R	18
TREE	450047.16	-844106.05	1A	1376		48	48	48	1577		*494L	7
TREE	450056.30	-844106.01	1A	1383		55	55	55	1578		432R	14
TREE	450050.70	-844105.73	1A	1370		42	42	42	1600		136L	1
TREE	450048.92	-844101.46	1A	1387		59	59	59	1907		315L	9
TREE	450056.87	-844100.43	1A	1394		66	66	66	1979		490R	14
TREE	450051.38	-844057.85	1A	1382		54	54	54	2165		66L	-4

OBSTRUCTION INFORMATION (CONTINUED)

ADSMI5373

18 AV

OBJECT	LATITUDE	LONGITUDE	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROAD (N)	450105.12	-844207.67	1A	1335		14	13	7	895		3R	-21
TREE	450109.17	-844210.27	1A	1348		27	26	20	1305		191R	-28

36 AV

OBJECT	LATITUDE	LONGITUDE	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
BUSH	450020.60	-844210.30	1A	1331		14	9	3	615		*183L	-7
TREE	450018.11	-844204.85	1A	1336		19	14	8	865		*209R	-14
TREE	450016.32	-844205.52	1A	1334		17	12	6	1047		161R	-25
TREE	450006.98	-844205.32	1A	1349		32	27	21	1993		178R	-57

ARP HCT

OBJECT	LATITUDE	LONGITUDE	A	ELEV	AGL	HAA	MAG	BEARING	DISTANCE	PNTR
BUSH	450100.24	-844210.62	1A	1339		11		902	1163	-2
TREE	450103.70	-844211.93	1A	1374		46		446	1512	6
BUSH	450032.52	-844211.54	1A	1336		8		18608	1646	-3
BUSH	450027.51	-844210.52	1A	1334		6		18409	2154	6
BUSH	450026.49	-844204.18	1A	1337		9		17254	2317	1
BUSH	450025.36	-844204.18	1A	1338		10		17331	2429	2
BUSH	450020.60	-844210.30	1A	1331		3		18418	2855	-8
TREE	450018.11	-844204.85	1A	1336		8		17717	3142	-16
CLOM	450054.65	-844127.35	1A	1334		6		8521	3226	4
ROD ON OL APBN	450104.18	-844132.12	1A	1404		76		6706	3230	-63
GROUND	450049.07	-844258.48	1A	1326		-2		27630	3377	-3
WEATHER SENSOR	450054.70	-844124.72	1A	1332		4		8551	3413	1
GROUND	450055.26	-844301.17	1A	1327		-1		28626	3630	0
TREE	450048.22	-844116.75	1A	1356		28		9648	3932	3
GROUND	450055.23	-844305.64	1A	1327		-1		28532	3946	-2
TREE	450055.61	-844116.89	1A	1363		35		8559	3983	14
TREE	450056.21	-844113.48	1A	1371		43		8545	4234	11
TREE	450047.16	-844106.05	1A	1376		48		9759	4703	1

OBSTRUCTION INFORMATION (CONTINUED)

ADSMI5373

ARP HCT (CONTINUED)

OBJECT	LATITUDE	LONGITUDE	A	ELEV	AGL	HAA	MAG	BEARING	DISTANCE	PNTR
ANT ON OL TANK	450119.68	-844056.18	1A	1489		161		6556	6250	10
ROD ON OL MCWV TWR	450140.35	-844029.00	1A	1523		195		6037	9027	44
OL ON TWR	450132.68	-843939.89	1A	1630	288	302		7346	11763	151
OL ON TWR	450231.94	-843959.70	1A	1570		242		4809	14099	0
ANT ON OL TWR	450244.38	-843957.72	1A	1721	328	393		4521	15146	93

ADDITIONAL INFORMATION:

AERONAUTICAL DATA IS AVAILABLE ON THE INTERNET AT [HTTP://WWW.NGS.NOAA.GOV](http://www.ngs.noaa.gov).

ADDITIONAL INFORMATION ON DATA STANDARDS CAN BE FOUND IN FAA NO. 405, "STANDARDS FOR AERONAUTICAL SURVEYS AND RELATED PRODUCTS".

AN ASTERISK "*" INDICATES THAT THIS OBJECT IS OUTSIDE, BUT WITHIN 50 FEET, OF THE OBSTRUCTION IDENTIFICATION SURFACE.

AIRPORT LAYOUT

OTSEGO COUNTY AIRPORT (GLR)
GAYLORD, MICHIGAN

